AMENDMENTS TO THE SPECIFICATION:

Please insert the following paragraph on page 1, line 5:

This application is a continuation of U.S. Patent Application Serial No. 10/159,117, filed June 3, 2002, the entire content of which is hereby incorporated by reference in this application.

Please replace the paragraph extending from page 1, line 13, to page 1, line 21, with the following:

Conventionally, most snow vehicles such as snowmobiles and the like use two-cycle engines, which are relatively simple in structure, light and compact and yet powerful. Recently, however, because of regulation of exhaust gas or aiming at improvement of fuel consumption, there is a trend toward employing four-cycle engines. In contrast to two-cycle engines, which are compact and high in power, four-cycle engines need a camshaft and oil lubrication, inevitably tending towards larger size.

Please replace the paragraph extending from page 1, line 22, to page 2, line 1, with the following:

Therefore, it is necessary to provide a contrived layout of the oil pan configuration, intake and exhaust systems and associated auxiliaries, ~~in order to make~~ to facilitate the body and engine hood of a snowmobile equipped with a four-cycle engine having a similar size to that of a two-cycle engine.

Please replace the paragraph extending from page 6, line 16, to page 6, line 22, with the following:

In accordance with the fifth aspect of the present invention, the snowmobile equipped with a four-cycle engine, having the above third feature is characterized in that

the muffler is of an overall~~y~~ cylindrical shape with its cylinder axis directed along the body width, and exhaust from the engine is led into the muffler via an exhaust pipe that is connected to the muffler at one side with respect to the body width.

Please replace the paragraph extending from page 23, line 8, to page 23, line 18, with the following:

The muffler 78 is formed of an overall~~y~~ cylindrical shape with its cylinder axis 78a directed along the body width direction. Connected to one side with respect to the body width direction (on the left side of the body in this embodiment) is the exit side of exhaust pipe 76 which is curved in an approximate C-shape. Thus, exhaust from four-cycle engine 16 is led through pipe 76 into muffler 78. The muffler 78 is off-centered to the other side with respect to the body width direction (to the right side of the body in this embodiment), so that exhaust pipe 76 can be laid out so as to be kept apart from the inner wall of engine room 46.

Please replace the paragraph extending from page 24, line 7, to page 24, line 14, with the following:

It is preferred that electrical equipment 90 such as an ECU, CDI unit and the like is attached to the ~~buttery~~ battery holder, designated at 88, for accommodating and fastening battery 86 without its rattling. As shown in Figs.4 and 6A and 6B, battery holder 88 is formed of a metal mount having a section of L-shape. As shown in Fig.6A, electrical equipment 90 and battery 86 may be fitted back to back or electrical equipment 90 may be fitted above battery 86 as shown in Fig.6B.

Please replace the paragraph extending from page 24, line 15, to page 25, line 16, with the following:

As has been described heretofore, according to the present invention, since four-cycle engine 16 is tilted rearwards so that part of the intake system over engine 16 can be accommodated on the rear side of headlight 20 inside the topmost portion(projected portion 18) of engine hood 14, it is possible to avoid its interference with engine hood 14 and headlight 20 and yet markedly reduce the full height of the engine compared to the configuration where the engine is mounted in its upright position. Further, the rear tilt arrangement of four-cycle engine 16 in engine hood 14 of the front body makes the center of gravity of engine 16 close to the center of the body and also lowers the center of gravity of the snowmobile because of the lower positioning of cylinder head 26, whereby it is possible to improve the maneuverability and travelling performance of the snowmobile. Further, the rear tilt arrangement of engine 16 creates [[a]] more space in front of the engine so that exhaust pipes and other components can be laid out with more flexibility, hence it is possible to further reduce the height of engine hood 14. Since, if intake system 34 connected to the rear part of the engine is arranged over engine 16 the elements of the intake system can be arranged behind headlight 20 in the topmost portion of engine hood 14, it is possible to improve the space efficiency without the need of modification or reconstruction such as increasing the height of the engine hood.